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War-Craftsman

VOLUME 2 MARCH, 1943 NUMBER 5

ATLANTIC FRONT
PACIFIC FRONT
—all around the World

When Nazi tanks are stopped by the impact of six-pounder shells from an anti-tank gun—when Chevrolet Trucks hurriedly take on munitions and supplies from air transports for the fighting front in the desert—when fuses touch off shells to stop enemy aircraft over Britain—when an Oerlikon anti-aircraft gun sends a raider crashing into the sea—whether it's carrying Indian troops in Burma or the British Eighth Army hotly pursuing retreating Nazis along Africa's north coast, General Motors' equipment is there playing a vital role on every front of the United Nations' fight for Victory. Our equipment serves by proxy for us, the employees of General Motors, who are the men behind the men behind these guns, these army trucks, these shells. And now we are airplane makers. May it always be said that the products of our workmanship are supremely fit to "carry on."

NEWS FROM GM MEN IN THE ARMED FORCES

ANXIOUS ABOUT HOME FRONT

Sgt. Fred C. Montague, formerly of the Maintenance Department at Windsor, now with the 30th Reconnaissance, wants to know how the wheels are turning. He is now a Technical Sergeant instructing at Dundurn, Saskatchewan.

Sgt. Fred C. Montague

Pte. Cameron Young, formerly a Boring Mill Operator at Regina Plant, is now on the West Coast and says how pleased he is to be on the G.M. Service Honour Roll. He wants to know if he can "subscribe" to the "Front Line." For Cameron's information and anyone else who is not familiar with the magazine, Front Line is published four times a year and goes to all our men in the armed forces here and overseas, free of charge. The Front Line Address Book, giving the name and address, as accurately as possible, of all G.M. men and women in the armed forces, is sent out twice a year.

GOOD FOOD, PRETTY GIRLS

Howard E. Hathaway, of the Tool Room, now at Victoriaville, Quebec, with the Air Force, tells us that Santa Claus was very good to him and included a swell turkey dinner. "The barracks are modern, the food good and the girls very good looking," Howard concludes.

Howard E. Hathaway

JOINS NAVY SEES THE WORLD

Former employee of Regina Retail Branch, Art Beale writes his appreciation for his Christmas parcel which "followed him around" for several weeks but was still in good condition when it reached him.

Starting as an Able Seaman the day after war was declared, Art says "since then I have been on two destroyers and have sure been around. Of course I can't say just where but wherever I go I meet fellows I used to work with in General Motors. It's nice to meet them and talk over old times." Art says he is pleased that G.M. is keeping up the contact with men of the armed forces and he hopes to be back with the company after the war is over.

G.M. MAN IN TOP SQUADRON

Corporal Thos. Cassidy, who joined the R.C.A.F. from a job in the Body plant of Oshawa, had the good fortune to be in the top honours Canadian Squadron that made up the air umbrella for the Dieppe Raid.

"Our bunch", says Tom Cassidy, proudly, "came through the show with the most jerries to their credit among Canadian Squadrons. We were also high in probables and damaged. In fact we are all proud of our part in the Dieppe Raid. But are still prouder of the Canadian army that put up such a heroic show that day that they will probably never be forgotten, not only by Canadians, but by all who read the history of this war."

From an East Coast port L.A.C. Bill Hunter, who left the Purchasing Dept. (Oshawa) to join the R.C.A.F. writes us a newsy letter about former G.M. men now in the armed forces. "Dinny McManus who has been playing goal for the Army team in the East is out for the season with a leg injury" writes Bill, "and a recent addition to the Navy team was Oshawa's own Pete Goodchild who starred for the Navy in their last game." Bill says he used to like reading about friends in the armed forces before he joined up. Now he gives us information for the men he left behind him.

LIKES WINNIPEG

L.A.C. Allan R. Beirnes, No. 3 Wireless School, Winnipeg, Manitoba, of the Connecting Rod Department at Windsor, informs us that he likes Winnipeg very much and is very interested in his work. He writes "The only G.M. product I have anything to do with is the Browning gun which is a complicated and excellent piece of equipment."

L.A.C. Allan R. Beirnes

CHIEF PETTY OFFICER ROBERT ANDERSON, formerly employed on the Army Truck Line in Oshawa, is now on active duty out of an Eastern Canadian port. Home on Christmas and New Year leave, Chief Petty Officer Anderson said that the morale and zest for active service in the Canadian Navy was of the best in the armed services. Canadians might well be proud of the fighting conduct of the men who man our corvettes and destroyers on the high seas. Frequent bulletins and citations for distinguished service point to a record of achievement which is all the more outstanding because we're not on the whole a sea-going people.

BROTHERS UNITED IN ENGLAND

Gordon Creamer who left the Production Control Dept. of the Regina plant to join the army early in the war and who has been in England for the past 2 years, writes that his brother Carl, formerly of the Army Truck line in Oshawa, has arrived in England with news from Oshawa. Fortunately the brothers are stationed in the same district. In his very interesting letter, Gord Creamer writes about his off-duty experiences in England: "Visits to different sections of the country are arranged by the Services. We are billeted with families and we certainly receive grand treatment. I've been to Leeds, Yorks., and Truro, in Cornwall and in each place was able to get a little closer to the people of this country and know what makes them tick." He say that the hospitality of the Yorkshire people more than makes up for the smoky atmosphere of that industrial section. "They are really grand and treat us wonderfully well when we go to visit them."

Oxford Course Arranged

"We get 7 days furlough every 3 months and I was able to arrange to attend Summer School at Oxford University while there last year. I lived in the (famous) Christ Church

Brothers Pte. Carl Creamer and Capt. Gordon Creamer

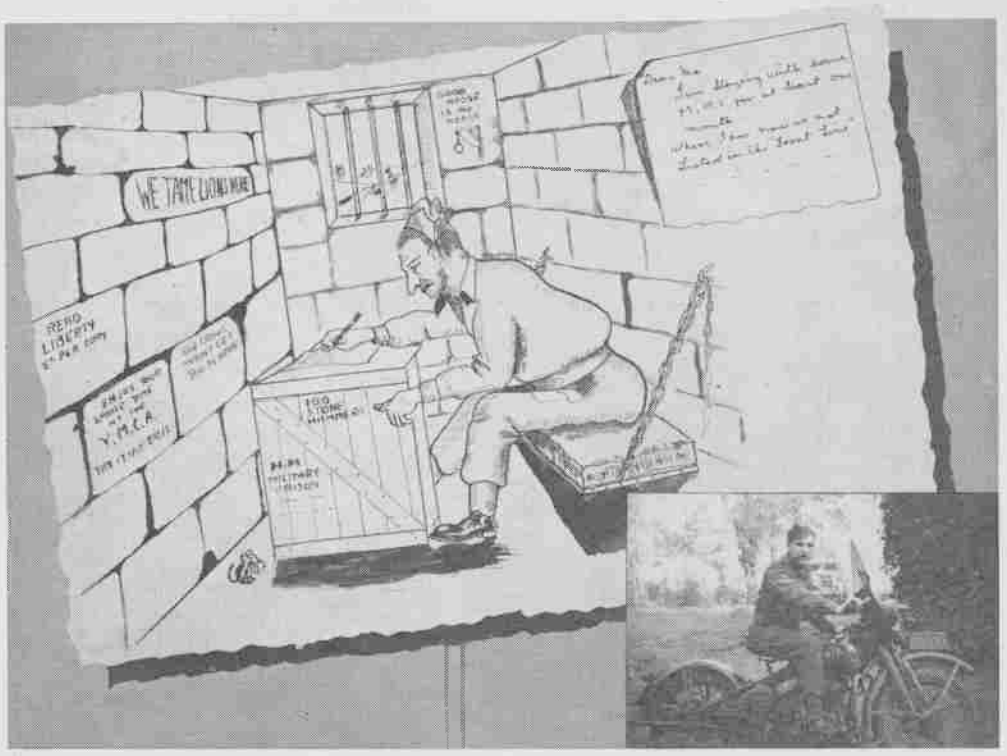
College and it was a wonderful experience. They run Summer courses at Cambridge as well and I am hoping to attend there for 7 days this Summer. A German-speaking class started right here in our unit recently with several of the men interested in taking classes, taught by the unit padre, Captain Markham of Montreal.

Watches Spitfires in Action

"Yesterday I watched a couple of Spitfires shoot up a nearby camp. They were having a lot of fun, diving in to the attack as if they were in real action. Flying at roof-top level these Spitfires, manned by Canadians would make you proud of our Canadian airmen in the war. They know how to handle their planes as they have so often shown in actual combat—sweeping the enemy from the skies over Britain. The same evening there was an air raid alarm and we went out to watch the show. Ack-ack guns were going all over the place and the shell bursts were just like fireworks. The jerry planes don't get very far past the coastline any more because the flack is so heavy."

Captain Gordon Creamer asks us to express his good wishes to the men he knew in Oshawa and Regina.

Dayton J. Ellis who worked in Oshawa's North Plant, is now a hoisting engineer with the army on the East coast. He isn't allowed, by the censor, to say where he has been working or what he has been doing but wants to be remembered to Tommy Brooks and his Maintenance Gang.



ARTIST AND SOLDIER—are father and son James and Bud Flury. Bud, formerly of the Metal Finishing Department at Oshawa is now with the Canadian Army Overseas and in a recent airgraph to his father he mentions how much the men overseas appreciate receiving the smokes and food boxes from home. The cartoon above was drawn by father Flury who works in the Inspection Department on the Truck line.

With the changing of the plant to war production many new machines have been installed. It is not enough just to know how to operate these machines. If the operator fails to observe the safety and efficiency rules that apply in the operation of all machinery, sooner or later an accident is sure to result. By observing safety rules we can accomplish two purposes which are more vital today than ever before. We can save workers from needless pain and lost time accidents and we can also increase our efficiency and production to a maximum by being consistently watchful.

Here are a few safety rules for lathe operators, that most experienced workers know but tend to forget and that inexperienced men and women should read carefully and resolve to follow faithfully.

1. Do not let the turnings from the work collect around the tool bit or holder. Do not remove chips with your hand; use a stick or brush.
2. Do not place files or other sharp tools on ways of machine.
3. Gloves, long sleeves, or flowing neckties and finger rings must not be worn while operating a lathe.
4. Stop machine before checking work.
6. If you must leave your machine, shut it down.
7. On machines with individual motor drive, motor must be stopped before any adjustments are made.
8. Do not use your hand for a brake to stop the lathe.
9. Do not use lathe dogs with projecting set screws.
10. Never start a lathe with a piece on centers without seeing that the tail stock and spindle are locked.
11. Lathe must be stopped when adjusting lathe tools.
12. Work set up on a face plate must be securely clamped, and if out of balance, use counterweights.
13. After adjusting a chuck always remove the chuck wrench immediately.
14. Use chuck suitable to job to avoid jaws extending beyond chuck diameter.
15. Never try a steel gauge or micrometer on work while it is running.
16. All files should be equipped with handles to protect the hand.
17. Report all injuries to your foreman and the first aid station at once.
18. Report all unsafe conditions and practices to your foreman.

FROM THE GROUND UP IN FIFTY DAYS

G.M. Assembly Plant in Middle East Completed Against Heavy Odds

That where there's a will there's a way—to perform industrial near-miracles, even in the desert, has been amply demonstrated by G.M. Overseas Division in the building of an efficient assembly plant in the Middle East under conditions that could hardly be more unfavourable for such an enterprise. In a primitive land with none but unskilled nomads to engage on the job, an assembly plant, now built and manned, turn out military vehicles of General Motors and other makes on the spot for the armies of the United Nations. This has all been accomplished in less than two months.

In one of his reports the Manager of the operation gives the following picture of their difficulties and progress in meeting and overcoming all obstacles.

Obstacles to Overcome

"When we arrived there was no mechanical equipment, not even trucks. Necessary facilities such as railroad sidings, roads, power or accommodation for employees were non-existent.

"South of the railroad station, about a mile and a half away from the site of the permanent plant, cases containing numerous trucks of various makes had been strewn along the railroad track in indescribable confusion, often with heavy chassis cases placed on top of body and cab cases. Many cases had been broken into and pilfered somewhere along their weary journey of trans-shipments.

"Twelve days after our arrival we had employed about 100 people, had fished hand tools out of the various cases, and except for a total lack of heavy equipment, we were ready to start assembly on a temporary basis. Within three weeks of our arrival on the spot, we delivered, not without a certain pride, our first batch of trucks. They were headed directly for one of the fighting fronts.

Flies and Scorpions

"Living conditions are really beyond description. For a long time there was no water supply, no power, no production office, no storeroom, no latrines, no furniture, and we were exposed to millions of flies and malaria-carrying mosquitoes for which the area is famous. Venomous spiders, snakes and scorpions added to our torment. However it's surprising the little attention you pay to such things when you are busy on an urgent and absorbing job.

"Along with the plant construction we made steady improvements in our living quarters, with cottages screened against insects and with electric fans, which are so necessary in this climate.

"After those first seven weeks against overwhelming odds and under the worst possible conditions, moving to the new finished plant was for us the end of an epoch".

Assembly in the open; the original assembly line. The crawler is ready to lift a chassis out of a box and swing over onto the line.

The dust has been laid by oil in the top picture, but nothing could be done against dust storms or clouds of fine powder like this.

Mud and brick walls and partitions of the main office building being erected. Finished trucks await drive-away to the nearby camp.

Production is under way here in the main assembly building.

East bay of the main assembly building. Production is in the process of being transferred from the desert into the new building.

An employment problem. A 94-year-old applicant for a job on the line tells his qualifications.

Stuff Under Cover Indicates Canadians Expecting Big Push

Bill Daley Believes lessons of Dieppe will be great help

Anticipating that Canadians will be in battle soon, Bill Daley of the Cameron Highlanders, C.A.O. and formerly with a General Motors Service Station in Ottawa, writes that the boys are ready.

"One consolation we have" he says, "is that when our time does come very shortly we have the equipment to back us up. We never realized the amount and quality of what they have been keeping under cover until recently. We were sort of expecting another slaughter like Dieppe. But apparently a lot was learned. So the fellows that did die really did not die in vain and the lessons learned will very much help to save the lives of thousands more and not only Canadians."

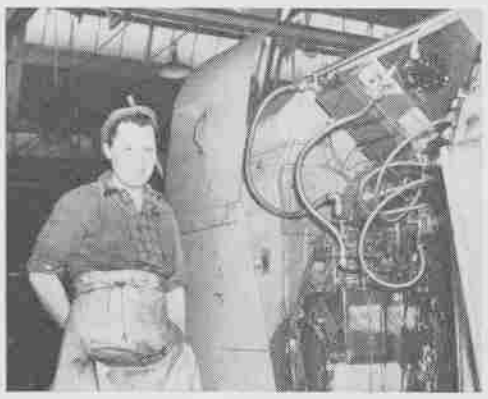
News Scraps About Armed Forces Men

Lance Corporal Maurice Carter of Canadian Highlanders of Canada "hopes this war will be a thing of the past before very much longer" . . . Walter Staple: "The good old maple leaves—I have pinned them up over the mantle" . . . Ralph Kemp of the R.C.O.C. has a job that takes him to all parts of Canada and in every convoy "there has always been a good General Motors truck along" . . . Pte. Wilbert J. Raby, with Military Transport Stores overseas "has met several of the fellows"; has several in his own unit who worked for dealers from Coast to Coast . . . Lance Corporal R. Chartrand with R.C.O.C. overseas gets along fine at the same trade he learned with Chevrolet Motor Sales in Montreal, is at present in charge of a small stock-room.

Women In Industry

Stella Sawka of the Border Cities Industries has taken her place among the women in industry who have proven themselves able to do a job formerly only though possible to be done by a man.

In the picture below Stella is seen beside an automatic screw machine which she is competent to set up as well as several other machines in the same production line. General plant foreman Porter says; "We haven't heard of any other girl anywhere who is doing a job like this which requires so much mechanical 'know-how.' We always thought it was a man's job."



THIS CAR SAVES 165 GALLONS OF GAS a Month—John Gray, of C.K.D. Shipping Department, drives five other men from Whitby to and from work in Oshawa. Shown left to right are: Albert Fluke, Frank McCullough, Albert Samanski, John Gray and Doug Read, (absent passenger), Lloyd Robinson.

OSHAWA PLANT TRANSIT OFFICER BILL MARSHALL interviews John Gibson of Newcastle who brings four men to work under the W.I.T. plan.

Plant Transit Plan Will Place Share-The-Ride On Systematic Basis

To get the most people to work with the fewest possible cars is the task set for transit officers recently appointed at all G.M. plants. Just how the plan will work in each case is indicated by a study of how the Oshawa Transit Office is preparing to interpret government regulations.

Mr. Howe, the Canadian Minister of Transport, has announced that private car drivers are to be allowed 120 gallons of gas, or approximately two thousand miles of driving from April 1st, 1943, to March 31, 1944. Everybody is to be given this basic AA rating and any extra gasoline will be supplied for those whose vocational needs can be proven.

A Wartime Industrial Transit plan has now been designed to facilitate getting war workers to and from work by granting an additional supply of gasoline to those who quality under certain conditions.

W. C. Marshall the plant Transit Officer for Oshawa, who is in charge of the conduct of W.I.T., points out that this plan is devised to **supplement** existing bus facilities for getting to work and not to overlap in any way. The plan only applies to those people who live a mile from work or who cannot reasonably get to work within 40 or 50 minutes by bus.

To Save Gas and Tires

"Our objective," says Mr. Marshall, "is to get a minimum of cars to carry a maximum of people. The fewer cars used the more gas and rubber we can save for the nation's war effort."

The office of Plant Transit Officer, Bill Marshall, is now located just inside the Roadaway Gate and it is busy lining up the program to take care of the requirements for the Oshawa plant and office. Already a card has been sent out to each employee and returned to the Transit office. These cards have supplied exact information on the number of car owners and their approximate travelling distance from work.

The next survey will get down to the actual business of deciding who is to be allowed extra gasoline for the purpose of driving themselves and a maximum of passengers to and from work. This form, TC7, will be distributed to car owners and when returned the Transit Officer will have the complete information on which to base a survey to determine who will receive extra gas, what route they will follow and who will be their passengers.

Monthly Check

When a load has been made up the driver of the transit car will receive extra gas coupons in exact accordance with the number of miles he has to drive to and from work once a day for as many days as his particular group is employed during a single month. Extra gas coupons will be allotted for a period of one month only and the allowance is liberal enough to see to it that actual requirements are completely satisfied.

In addition to the extra gasoline it will be necessary for each transit driver to take out insurance covering himself and passengers in case of an accident resultant through his own fault. It is arranged that this insurance will cost one dollar per month, per car. Expenses for extra gasoline and insurance will be paid by the driver, with whom passengers can make the necessary arrangements to share the cost.

Tires When Needed

The Transit Officer will be able to arrange tire replacements where necessary. The type of tire will depend on what is available. Recapped and retreaded tires will be available. It is now known that a considerable quantity of domestic car tires with an average life of 5 or 6 thousand miles are being produced by the tire companies from scrap rubber. No shortage of tires for essential drivers is anticipated.

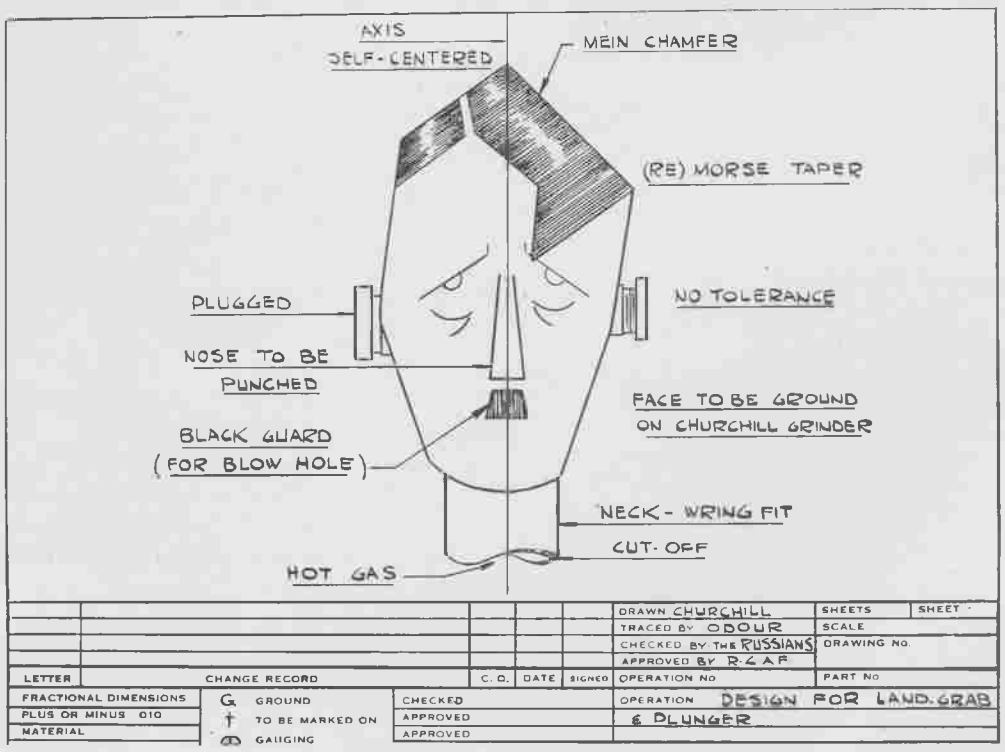
W. F. Routley has been appointed Transit Officer for the Walkerville Engine plant and A. S. Payne will act in this capacity at Border Cities Industries.

READY TO HELP ANY GOOD CAUSE are the several hundred members of the B.C.I. Social Club. The Club's special bulletin board located in the main entrance hall is continuously decorated with thank you cards from grateful employees who have received flowers or tasty food parcels while convalescing after sickness. Shown here beside the bulletin board are, left to right: Stella Rudychuck, Social Club President Martha McPherson, and Marian Laurin.

★ ★ ★

DESIGN FOR LAND GRAB AND PLUNGER as shown in the cartoon at right was contributed by draftsmen at B.C.I. who have left no lathe unturned in their design to carve the bad man of Europe into his proper components.

HELP SAVE THE WHEELS THAT SERVE CANADA



AID TO RUSSIA—Helpers at Regina Industries Ltd., counting the rake-off from the dance. Left to right, Bob Urquhart, Charlie Barton, Miss D. Hunt, Dick Brock, George Soutar.

Aid to Russia Fund Gets Helping Hand From GM People

Regina Tops Single Plant Contributions in Good Cause

Besides giving $1,000.00 from their War Chest Fund employees of Regina Industries organized and sponsored a monster dance in support of the Aid to Russia Fund. The dance was held in the Regina Armouries on the evening of Saturday January 30th. Open to the general public, the dance was widely publicised not only in the plant but throughout the city, and at 50c a head showed a net profit of $857.23.

Noteworthy is the fact that the total costs charged against the proceeds of the dance were only $26.78 of which amount $25.00 was amusement tax paid to the city. This fine showing was due to the generosity of the Local in paying for the orchestra, printing of tickets and other incidentals.

Ernie Gardner one of the plant foremen decided to give $2.00 to the fund so did his wife, then they had an idea—they bought a doll and Mrs. Gardner spent the balance of the $4.00 on materials to make clothing for it. Raffled at 10c a time the doll cleared $36.00 for the Aid to Russia Fund, to make a grand total of $1,893.23 from the employees of Regina Industries.

Over $4,000 from Oshawa Plants

Many organizations in the Oshawa plants and main office contributed a total of over $4,000.00 to the "Aid to Russia Fund." The Oshawa local and the G.M. War Veteran's Club were both ready with their contribution before the Oshawa fund committee was organized. Largest single collection in Oshawa plants was made by the efficient North Tool and Dye Stamp Plant Committee which turned over to the fund a total of $1,075.00. The committee points out that the active co-operation of Superintendent Morrow and general foreman McCaul was in good measure responsible for their excellent results.

It is understood that G.M. people in the Windsor Plants contributed generously to this fund but complete details are not available at time of going to press.

Note:—Your editor was proud to take a bow for you all when one among a group of personnel publication editors recently remarked how generously the G.M. family responded to all win-the-war campaigns. What greater tribute could be made to us than this?

CHADBURN OF 416TH GETS CORDIAL WELCOME AT G.M.

Leader of "City of Oshawa" Squadron Meets Many Old Friends on Surprise Visit to Plant

Modest and boyish in spite of the D.F.C. on his breast and the 350 flying hours tucked away in the records, Squadron Leader Lloyd Chadburn of the City of Oshawa Squadron paid a surprise visit to General Motors at Oshawa recently and won the hearts of all those who met him.

During the few hours when he visited General Motors' office and factory, Lloyd encountered a great many old friends, either former pals with whom he went to school in Oshawa, or those with whom he had been associated when he was employed driving cars from factory to Montreal. It was easy to see there is a good sound reason why the 416th Spitfire Squadron was adopted by the City of Oshawa.

Carriage Days Recalled

High point of Lloyd's visit at G.M. was a half hour he spent with R. S. McLaughlin, Company President. Mr. McLaughlin recalled that Lloyd's father, the late T. A. Chadburn, was a sales representative for McLaughlin Carriages in the early nineteen hundreds. Out from the vault came the old carriage catalogues and the young airman expressed the keenest interest in studying the traps, phaetons or Concord buggies which were "tops" in transportation in those days.

The distinguished flyer strolled through the West Plant to see the fuselages being built for the celebrated Mosquito Bomber. He had seen the Mosquito in action and was loud in his praise of this aircraft. "It has no bad habits" he said, "and is one of the most marvelous machines the R.C.A.F. has yet had to handle. It's a thrill for the boys over there to be able to say that Canada is sending this type of plane. It allows us to carry the old chin just a little bit higher. Keep the stuff coming."

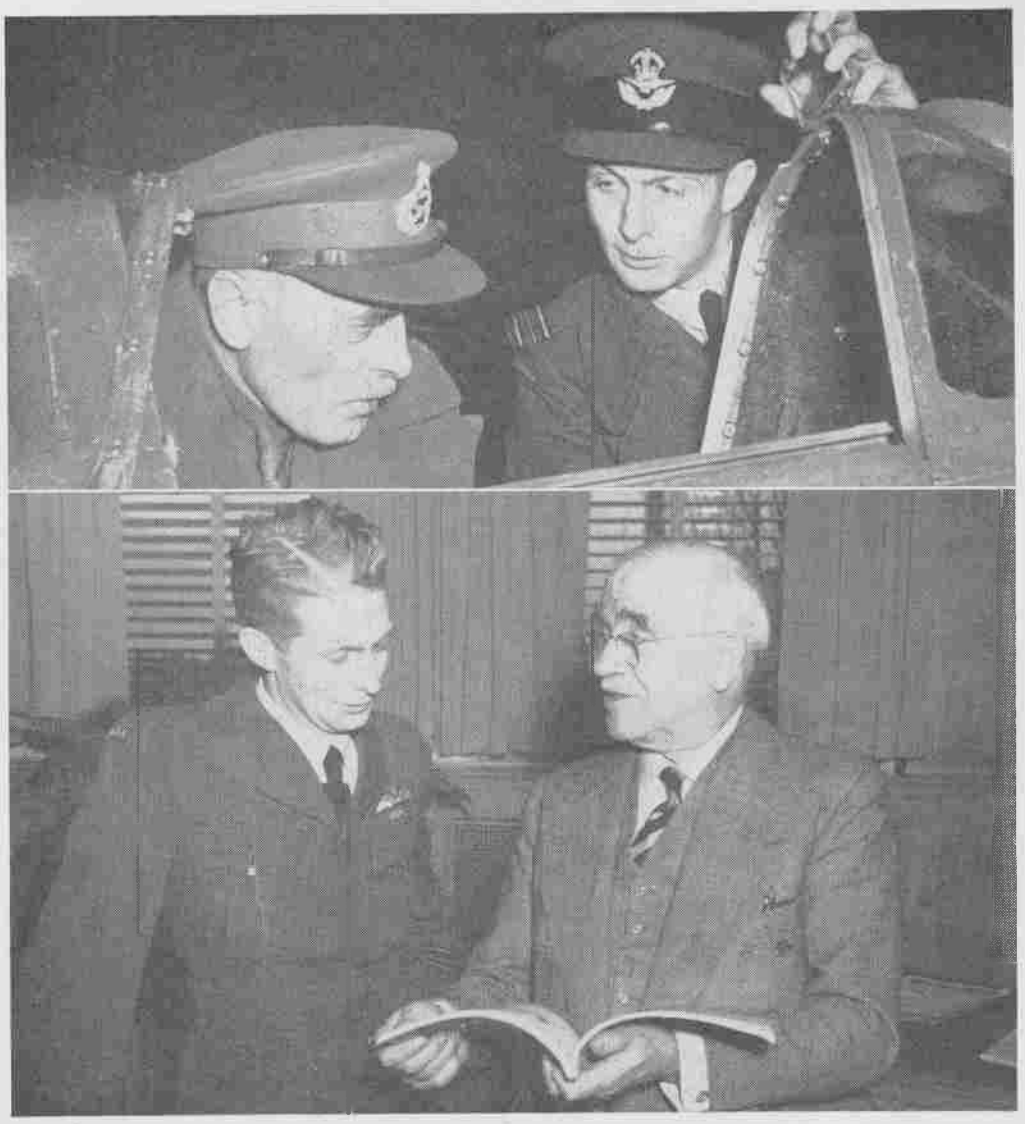
In private conversation Squadron Leader Chadburn related proudly that the score for the City of Oshawa Squadron was good. Enemy planes shot down far outnumber the casualties the Squadron itself had suffered. He intimated this was not true of the average squadron.

Lucky at Dieppe

Of the Dieppe show where the Squadron was in action for 17 hours, without a casualty but with several Hun machines chalked up on the credit side, Lloyd said very little. He believed, however, that the "show" had taught the Air Command a great deal. The 416th came through with flying colours and may be expected to do so in the future. When the heavy going begins, Chadburn predicted that the Squadron would make Oshawa and G.M. people very proud.

To mark appreciation for the airman's visit and to cement the relationship of General Motors folks with the City of Oshawa Squadron a shipment of 20,000 cigarettes has been sent overseas to the Squadron "with best wishes from employees and management of General Motors."

Lloyd Chadburn hopes to return soon to command of the squadron.



A CITY OF OSHAWA SPITFIRE is shown (top above) with Pilot Officer Jackie Rae of Avenue Rd. Toronto in the cockpit. The two other members of the adopted squadron are Pilot Officer Bob Buckham of Vancouver on the hood and Sergt. Norman Houghton of Toronto.

EMBLEM OF THE CITY OF OSHAWA SQUADRON—A lynx leaping across a maple leaf is shown in the second from top picture.

READY TO ROADAWAY an army vehicle, Chadburn is shown in the next picture at the roadaway gate where in peace time he used to pick up cars to drive to his uncle's General Motors Dealership in Montreal.

A SQUADRON ADOPTION PROMOTOR was ex-City Alderman James Haxton who is also an employee of the General Motors Aircraft Division. City of Oshawa Squadron Leader Chadburn is seen talking with promoter Haxton in the fourth picture above.

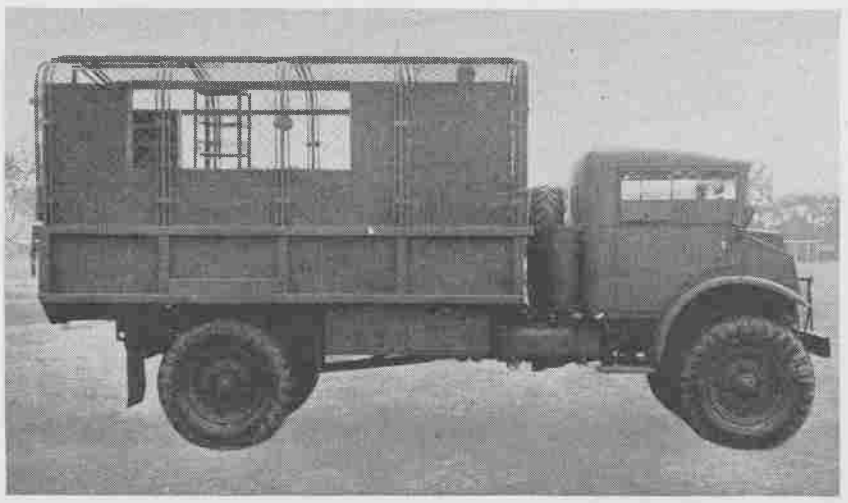
CHADBURN CHATS with attractive employee 'Pal Alchin during his visit to the west plant. Chadburn's engaging personality kept those who met him from thinking how he is a veteran of many a grim life and death battle in the skies over England and France.

RARE FACIAL EXPRESSION Study of General McNaughton was caught by the cameraman (above left) as Squadron Leader Lloyd V. Chadburn, D.F.C. explains the instruments in the cockit.

SOUVENIR CATALOGUE of McLaughlin carriages, such as Chadburn's father used to sell when on the road for the McLaughlin Carriage Company in the early nineteen hundreds is shown by G.M. President R. S. McLaughlin to the youthful Squadron Leader in the lower left picture.

Down The Road to Victory — In

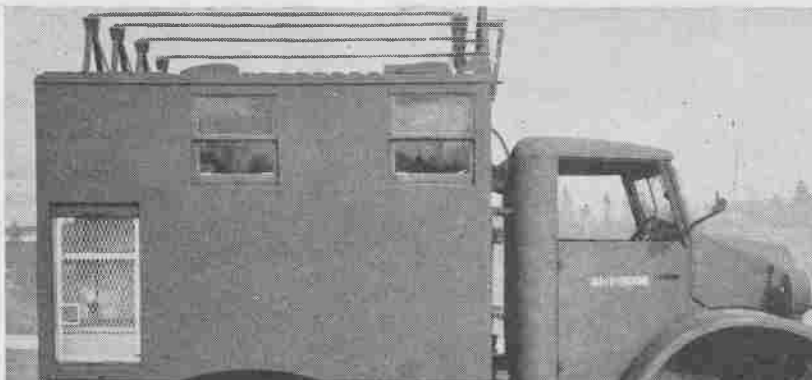
AIRPLANE GASSING TRUCK—A tank body capable of carrying hundreds of gallons of gasoline mounted on conventional chassis used for re-fueling planes at army airports. Special hose racks make it possible to reach gas tanks in big bombers.



ARMY STORES TRUCK—Is a rolling stock army of spare parts and supplies, which—as everyone knows, is indispensable to the men in the front line. Body is all steel with steel storage compartments and [illegible] roof.

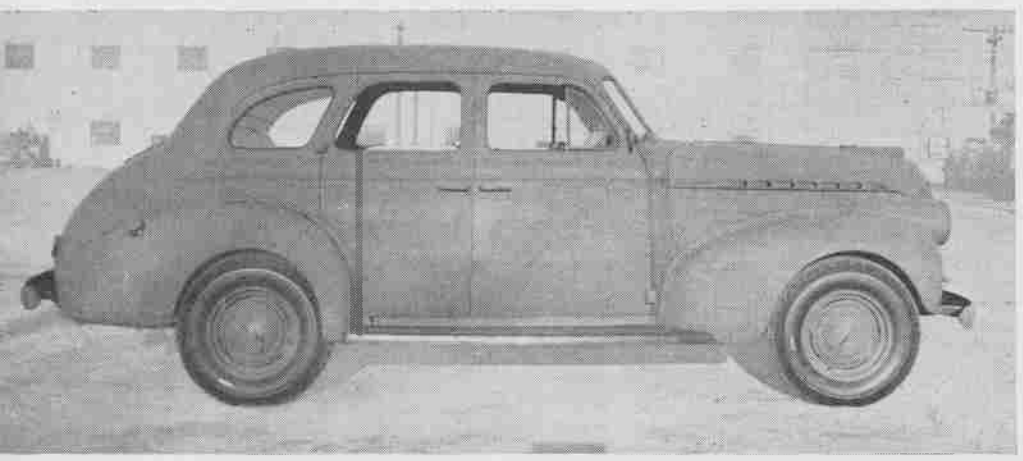
WATER TANK PURIFIER TRUCK—Marching m[en] a constant supply, tank trucks like this [one] is a chemical purifier which rende[rs]

GENERAL SERVICE TRUCKS—Are quickly adaptable for transport of men and supplies, as the need may arise. Mobile work shops are mounted on this type of truck for quick repairs in the field.

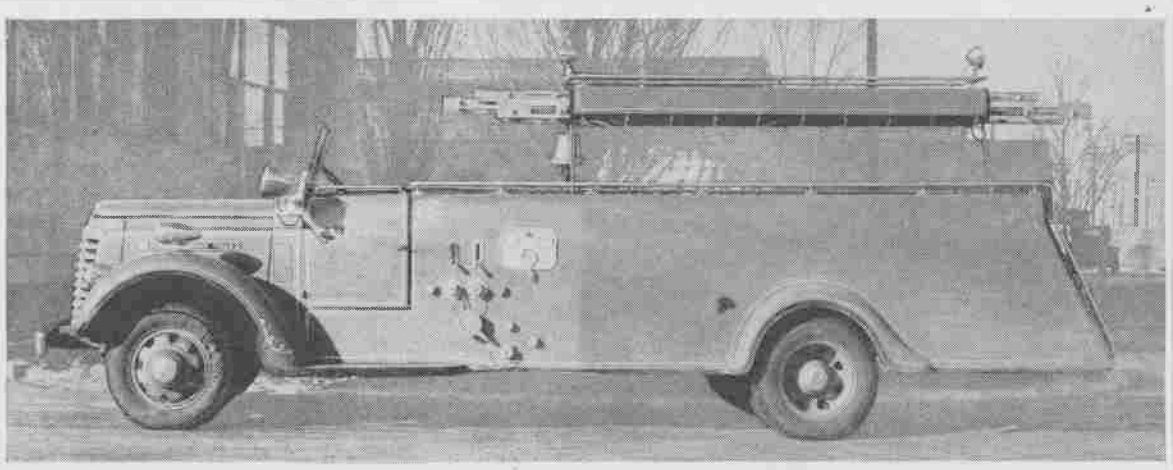


BROADCASTING AND RECEIVING TRUCKS—Are an essential part of the modern manouverability of mechanized troops. These Walkie-Talkies have saved many armoured units in desert campaigns.

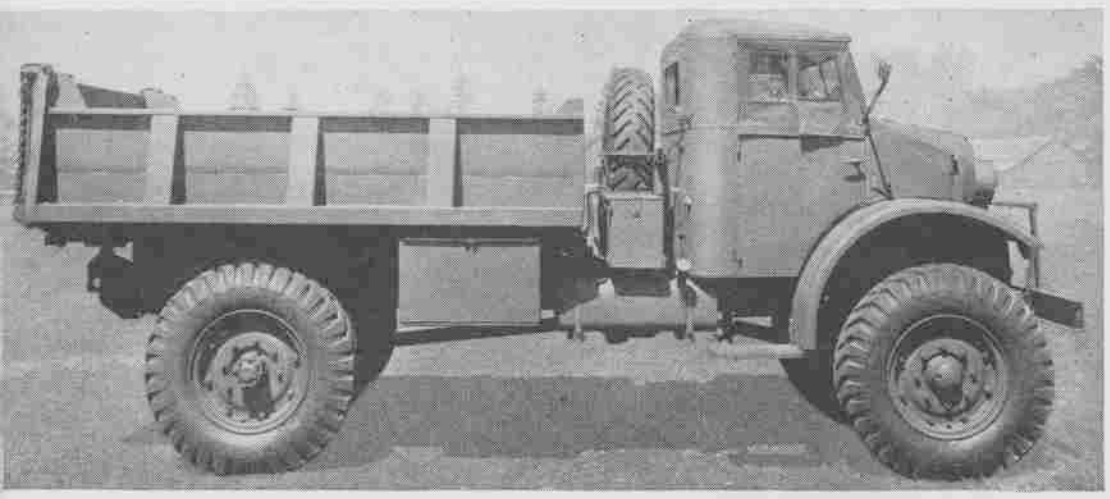
FIELD ARTILLERY TRACTOR—A [tractor] hauls a heavy field gun and so much resembles, this [truck] rather than avoiding them.



STAFF CAR—Looks just like its brothers, the 1942 model passenger car, but it is dressed in dull brown war paint. As its name implies it is employed in the transportation of army personnel. Station wagons are also used for staff work in camp and field.



FIRE TRUCK—Designed for the Royal Canadian Air Force and assigned to airdromes where it is specially equipped to fight fire in crashed or grounded planes. Many serious fires have been averted due to the swift action of this truck.

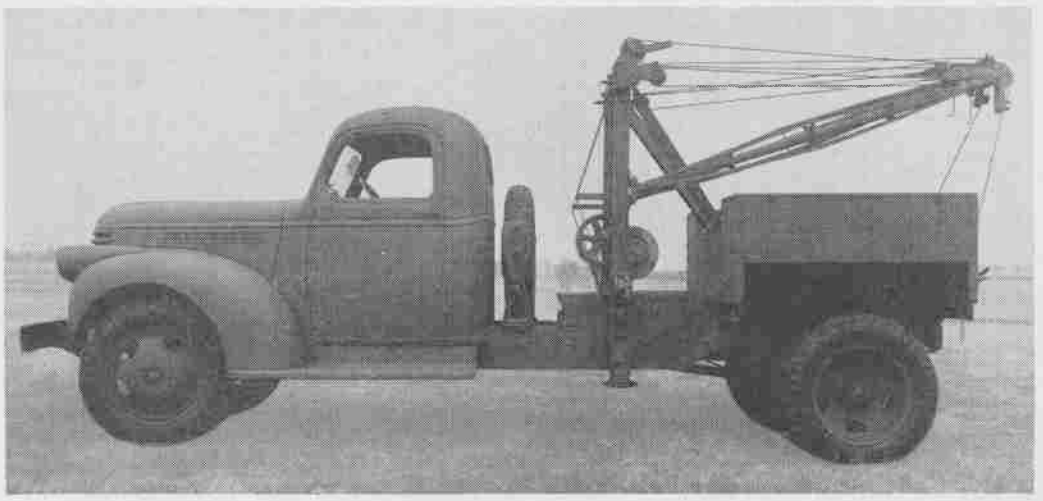


DUMP TRUCK—This 3-ton capacity giant is a jack of all trades. It can haul unusually heavy loads over the roughest kind of country. It may be called to on carry troops, supplies—almost any cargo. The huge tires carry on for miles even if riddled with bullets.

GAS TANK TRUCK—An army that moves on wheels needs plenty of oil and gasoline. The particular job of this unit is to transport fuel. It looks and operates much the same as the ones on our Canadian streets.

Trucks Built By GM Warcraftsmen

need water and to assure
ransport it. Built into the
all water drinkable.

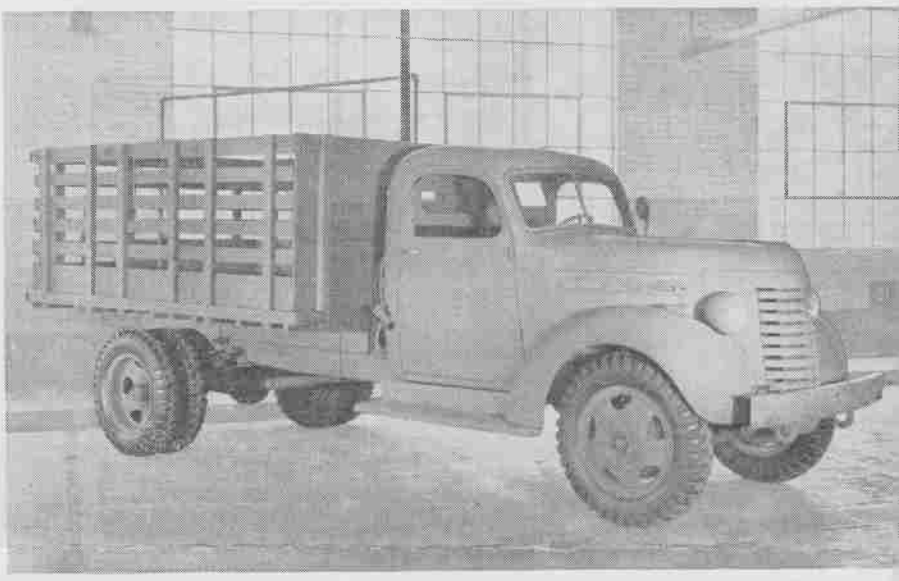


COLLISION TRUCK—Just like the one at the local garage—but wearing khaki and an essential part of mechanized units. This is a heavy duty "wrecker" specially equipped for salvage work.

WIRELESS TRUCK — This truck has an important job — to carry the portable wireless set that keeps the advance unit to which it is attached, in touch with other units and with military headquarters.

ur wheel-drive unit that
s crew. Like the beetle it
nor climbs over obstacles.

AMBULANCE—To carry wounded soldiers back from the front line with the greatest possible comfort and speed. Ambulances were one of the first vehicles in the history of war to be motorized.



LOAD CARRIER—With platform and rack, useful in the field and behind the lines wherever army freight has to be transferred in a hurry.

GERMAN AND ITALIAN PRISONERS IN NORTH AFRICA ENJOYING A RARE TREAT— A ride to the rear of the United Nations lines in a Chevrolet truck produced by War-Craftsmen at the Oshawa plant.

GENERAL MOTORS-BUILT TRUCKS MAINSTAY OF MECHANIZED ARMY

Wheels—wheels—wheels biting into the battle grounds of the world . . . hauling guns to new emplacements . . . rushing reinforcements to the front . . . dragging supplies wherever they are needed. Never in history have gasoline-powered wheels played so important a part. Never, in the theatres of war, have they acted in so many star roles.

The swift action and revolutionary tactics of modern war are based on mechanized equipment—and trucks form one of the major sections of a mechanized unit.

The wide diversity of types of motor vehicles used by the United Nations armies today can be seen in the Oshawa plant. Down assembly lines from which once drove gleaming Chevrolets, Pontiacs, Oldsmobiles and Buicks, rumble thousands of khaki-clad giants on their way to the far corners of the earth. We thought you might like to see them so here are just a few of the dozens of models ranging from staff cars to hulking six-wheel drive jobs that will cover any kind of territory.

The best proving ground for such equipment is on the battle field. But no stone is left unturned to assure the top operating efficiency of army units before they leave the factory and during their term of active service. First of all, our capable engineering staff is constantly checking specifications and adding improvements. The trucks themselves are made by your fellow-workmen, all experienced men on the production lines who are proud of their contribution to the war effort. Next, continual testing under actual running conditions, in suitable proving grounds near Oshawa, helps to iron out possible flaws. Then the Company-directed Army Service School teaches army mechanics how to maintain them. Finally, service representatives representing General Motors are stationed at every Military District in Canada and with the mechanical units overseas to report on the way these trucks behave. At this point, let us say that glowing reports of their fine performance have been received from every battle zone.

This is a war of rapid movement . . . of quick opportunities—a war in which advantage is seized by the ablest generals with the best disciplined troops and superior equipment.

VOLUME 2 OSHAWA, MARCH, 1943 NUMBER 5

Published monthly for employees of General Motors of Canada, Limited

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• Editorials •

FOR YOUR PROTECTION - FREE OF CHARGE

Recent reports from New York point out that Stock Market Swindlers who have been driven out of the United States by the Securities Commission regulations have transferred their operations to the Toronto Stock and Mining circles. Whether or not these reports are true it should be comforting to all G.M. people to know that protection from stock swindlers or operators of any kind of racket is available, free of charge to any employee.

Through the membership of General Motors in the Better Business Bureau, Inc., services of this world-type and experienced organization are on instant call for anyone who becomes suspicious regarding an investment or contribution they have made to an unknown fund collector. The Company membership in the Bureau automatically makes you a member, privileged to use its services, as often as you desire, without charge.

If you are considering investing money the Better Business Bureau can usually assist you in obtaining facts.

If you have had dissatisfaction from the purchase of goods or services the Bureau will investigate. Use this service to protect your earnings. It will cost you nothing. Write the Toronto Better Business Bureau, Inc., 350 Bay Street, Toronto, or call Adelaide 3285.

HIGH TRIBUTE TO CANADIAN WORKERS

For over three years, many thousands of Canadians have been contributing their work and their skill to the production of a great variety of automotive equipment of our own armies and the armies of our Allies.

A few weeks ago a friend of mine showed me a letter he had received from his nephew, who was serving in the Middle East, in the Royal Army Service Corps of the British Army. The following is an excerpt from the letter.

"Before closing, I should just like to thank you folks in Canada for producing amongst other things, these fine trucks we are using out here. My old bus, which I had new, has done just over 15,000 miles, every bit of it real hard going and she is still going strong."

This is the highest kind of tribute to the excellence of Canadian workmanship.

—C. D. HOWE, Minister of Munitions and Supply, Ottawa.

TIME OFF FOR VICTORY

Yes, believe it or not, a little relaxation now and then, especially when accompanied by a wholesome snack, can help avoid accidents and increase production. Dr. Pett, of Nutrition Services, Ottawa, emphasizes this, and suggests that the value of the ten or fifteen minute rest period be increased by the choice of one of the following refreshers:

MILK—Which tops any soft drink in nutritional value.

AN ORANGE OR TANGERINE—Is a grand thirst quencher and an excellent source of Vitamin C.

AN APPLE—Gives teeth exercise and provides some Vitamin C.

HOT SOUP, TEA OR COFFEE—Gives an extra lift, and can be made into a nourishing food by the use of milk—cream soups, cambric tea and cafe au lait.

SANDWICHES—Made with Canada-approved or whole grain bread satisfy that mid-shift sudden hunger.

Port Dalhousie, Ontario
January 20, 1943

TO MY FELLOW EMPLOYEES:

This Christmas things were different for my family. Our boy had been with the British Merchant Navy for two and a half years and was to join us once again for Christmas. His ship was torpedoed close to his homeland and he was buried at sea. We honored his memory in the quiet sanctity of home and as I gazed at my son's vacant chair I wondered how many more homes had been brought suddenly face to face with war. I wondered who would be the next to receive that cable "I regret to inform you...."

It may be you next time. A breakdown somewhere in the machinery of his ship caused it to fall out of convoy and made it prey to a Nazi torpedo. Perhaps a bolt came loose, a nut came off, a pin fractured---who can tell? That ship is now no more and twenty brave men lost their lives.

As the first pangs of grief subside, I feel the urge to do something, to seek revenge. How futile! We can do something right here at McKinnon's by making our assembly lines, benches and machines battle lines.

Put an extra punch in the job you are doing! Make sure that nothing but the very best leaves this plant. Think of the men using tanks, trucks and other war equipment whose lives depend on the perfection of your work. Make sure you give your work that extra once over.

Most people realize the seriousness of the struggle but some are still indifferent. I've heard it said "We need bombs in Canada to wake us up." How foolish to wait till they come over, to wait till our womenfolk and children are being evacuated.

Let's get going with a more vigorous determination and honesty of purpose, remembering that lost time and accidents and unnecessary days off work are vicious torpedoes striking the Ship of Industry. Others are paying with their lives and we who are still comfortable owe them infinite gratitude. Let's quit ballyhoo and get down to business so that when our heroes return we can say "We served you to the uttermost."

No matter what your opinions or mine about this war, remember one thing---it's here with us: let's make certain that the United Nations win. We have got to win. Make 1943 Victory Year.

Yours truly,

Cyril S. Pickett

Clock No. 82-209

A Message From the Heart of one of Canada's war dads is here reprinted from "McKinnon Doings" the employee publication of our industrial cousins in St. Catherines. All fathers with sons in the army will echo this well expressed viewpoint.

GEMS OF HUMOR

"Sir, may I have your daughter for my wife?"

"Bring your wife around and we'll see."

* * *

Young Harry: "Father, what's the difference between a gun and a machine gun?"

Dad: "There's a big difference It is just as if I spoke and then your mother spoke."

* * *

Husband: "I have tickets for the theatre."

Wife: "Splendid, I'll start dressing at once."

Husband: "Yes, do. The tickets are for tomorrow night."

* * * *

THEY LAUGHED AT THESE OVER TWENTY YEARS AGO

(From Motor Sparks—1920)

Member of Touring Company: "My good lady, the last place I stayed at the landlady wept when I left."

Landlady: "Oh, did she? Well I ain't going to. I want my money in advance.

* * * *

Herb: "If a burglar got in the cellar would the coal shoot?"

Judd: "No, but the kindling wood."

* * * *

Duty is always hard. A little lad entered a general store the other day. "Well son, what do you want to buy today —candy?", said the storekeeper.

"You bet I do," said the urchin "but I've got to buy soap."

* * * *

The preacher announced that next Sunday his subject would be "Liars," and that he would be very glad if, during the intervening week, they would read the 17th chapter of Romans for themselves.

The next Sunday, the preacher commenced by reminding his hearers of the request he had made and asked all those who had read the 17th Chapter of Romans to stand up. To his astonishment half the congregation stood up.

"Thank you very much, said the preacher, "Now it is to you I want to speak today, because there is no 17th Chapter of Romans."

"Both of dese heah gents," said Mandy (rather impressed with the importance of being in court)—"was standin' at the corner conversin' with each other kinda hot and pointed like."

"Relate the conversation please," said the prosecutor.

"Ah don't remembah it, sah," said Mandy, thoughtfully, "cept dat dey was callin' each other what dey is."

* * * *

Bobbie had been studying his grandfather's face, which was very wrinkled. "Well, Bob", said the old gentleman, "do you like my face?"

"Yes, grandpa," said Bob, "it's an awfully nice face, but why don't you have it ironed?'

* * * *

The fashionable physician walked in in his breezy way and nodded to his patient.

"Well, here I am Mrs. Adams," he announced. "What do you think is the matter with you this morning?"

"Doctor, I hardly know", murmured the fasionable patient, lanquidly, "What is new?"

* * * *

A gentleman at an Inn, complained that the dishes were very dirty. The waiter observed: "It is said that everyone must eat a peck of dirt before he dies."

"That may be true," said the guest, "but no one is obliged to eat it all at one meal, you dirty scamp."

* * * *

A negro who had an injured head entered a doctor's office.

"Hello, Sam. Got cut again, I see."

"Yes, sah, I done got carved up with a razor, Doc."

"Why don't you keep out of bad company?" said the doctor after he had dressed the wound.

"'Deed I'd like to, Doc, but I ain't got 'nuff money to git a divorce."

* * * *

"I shall die," throbbed the suitor, unless you consent to marry me."

"I'm sorry," said the lady, kindly but firmly, "but I will not marry you."

So the fellow went out West, and after sixty-two years, three months and a day became suddenly ill and died.

HELPFUL HOBBY is that of J. C. Hope of Border Cities Industries pictured here with two posters he drew to advertise coming Social Club events at B.C.I. Keenly interested in his hobby Mr. Hope attended classes at the Detroit School of Art.

PHOTOGRAPHY ENTHUSIAST is John McHallum of the Connecting Rod Department at the Walkerville Engine Plant. Mr. McHallam's enthusiasm for his hobby has led him into the intricate methods of taking and developing unusual pictures. The prize of his large collection, "Detroit Skyline at Night", shown on the wall above the table, was selected for the collection of outstanding amateur pictures presented to the Queen during Their Majesties visit to Canada.

GAME MASTERS Jim Pierce and Johnny Aussant of Regina Industries Ltd., are here shown with some of the works of their hobby.

Two years ago Jim and Johnny decided to build some wheels-of-fortune and games of chance to be used in the annual Kinsman "Kin-Karnival." Now 24 of their games are in constant use and they are still working on new ones. Some of these games are copies of regular carnival games which the boys have seen at local shows and others are of their own design.

Both members of the Kinsman Club, in the past two years the machines which they have built have raised $4,000.00 for the Kinsman "Milk for Britain" fund. The games have also been loaned to other organizations and it is estimated that in this way they have raised at least another $1,000.00 for various charities.

Majority of Oshawa General Grads Now In Armed Forces

With the Oshawa Generals now showing good prospects of again winning the Junior O.H.A. championship a lot of their fans will be comparing the boys with past performers in this All-Canadian star junior hockey team. Thinking G.M. people would be interested in the whereabouts of those who have graduated from the Generals' ranks the Warcraftsman asked Neil Hezzlewood, longtime secretary of the Oshawa Junior Hockey Club, to tell us the story.

By NEIL HEZZLEWOOD

The Oshawa Generals have won the O.H.A. Junior Championship for the last five successive years, won the Memorial Cup—emblematic of the Dominion Championship—in 1939 and 1940, and although defeated were in the Dominion Finals in 1938 and 1942. All of this is a record that has never been closely approached and probably won't be in this writer's time.

People ask "Where are all the players that made up the personnel of these Championship teams?" and the answer is that most of them are in various branches of the Armed Forces, some are playing professional hockey, some are in essential war industry.

So let's look over the list.

Since some of the boys played for Oshawa Generals for more than one season we will group them all together.

The Generals are represented in the Army by Les Colvin, Ross Knipfel, Tom Murphy, Scotty Reid, Jim Drummond, Dinny McManus (see story on page 2), George Ritchie, Gar Peters, Ronnie Wilson, Nick Knott, Jack Hewson, Kenny McNaught, Jim Connacher, Bill Mortimer, Buck Davies, Jim Galbraith.

The boys that chose to do their fighting for the Air Force are: Maxie Yourth, Whip Shortt (who was killed in a plane crash), Norm McAtee, Buddy Hellyer, Frankie Eddolls, Wally Wilson, Dick Schad, Stan Rooke, Bill Hainsworth.

In the Navy the Generals are represented by Roy Sawyer.

A number of the aforementioned boys had a whirl at professional hockey before donning the colours. Those in professional ranks now are Billy Taylor, Orville Smith, Bep Guidolin, Tommy Depew, Jud McAtee.

In industry are Don Daniels—employed as a tool maker in General Motors Tool & Die Dept., Dan McTavish formerly with the Export Dept. has recently entered the Government service on army export work. Dutchy Turner is an employee of S.R. 550 at General Motors, Red Calhoun a welder at General Motors, Red Krantz and Bob Forster both employed locally, Joe Delmonte at St. Catharines, Gerry Kinsella with Research Industries in Toronto.

There are three or four boys who were on the rosters of these teams and are not mentioned above—that is only because we don't know their whereabouts at the present writing.

Bring all these boys back together and you could still choose a mighty classy hockey team from the above names. Most G.M. people have heard of them in the past and I believe you will hear of them again in their present and future activities.

SCORES FROM THE OSHAWA BOWLING LEAGUES or TIMBERLINES

HIGH AVERAGE	HIGH INDIV.	HIGH TEAM
Parts Dept. Ladies' League—		
O. Frise 207	Viv. Elliott 310	Bombers
Hit and Miss League—		
Kay Wells 216	Jeanne Heard 342	Americans
Harold Gay 211	Harold Gay 357	
Truck Plant League—		
Alex Donaldson 209.7	Jack Calder 279	Petrols
"The Kennel" League—		
H. Hainer 200	Rene Reddoch 258	Poodles
West Plant League—		
Whiffer (Ted) Brown 204	Blinker (Bill) Alfeck 218	Jiggers
Main Office League—		
W. James 231	W. James 734 (Triple)	Defiants
Final Standing at end of 3rd section.		
Tool & Die Room League—		
John Brady 231	Ben Fallman 350	Churchills

REGINA COMMANDOS CLINCH PLAY-OFF BERTH

The Junior Commandos, hockey team of the Regina Industries are sitting right smack on top of the league and with only two more games to go are assured of a berth in the Southern Saskatchewan play-offs.

Coach Billy Owen reports two players, White and Fortin, on the injured list "but they'll be back on the ice before the play-offs so we're all set" he said.

Some time ago Charlie Eder took charge of the ticket sales in the plant. He has done a grand job it it, and the boys are getting good moral and financial support from the other employees.

The team is keen and confident and their slogan is "to H - - - with Horace Greeley we want to go East."

The prospect of a contest between G.M. teams from the east and west for the Memorial Cup has progressed to another stage. Keep pulling for them.

R.C.A.F. Father and Son — Are Flight Lieutenant Lloyd Wilson formerly of the Distribution department, and son Wally (in the cockpit) who formerly winged for the Generals. Now he flies for his country.

NAVY'S SAWYER—Is the sole representative of the Generals on the water front, thus rounding out the membership of former Generals in all branches of Canada's Armed Forces.

ARMY'S CAPT. KNOTT—Nick Knott plays hockey for the army in Eastern Ontario when he can spare time from a military career in which he is reported to be advancing rapidly.

GENERAL WED — Kenny McNaught, former General, is photographed with his bride of one month, pretty Dorothy Doran who is an employee of the Export Division in the main office. Kenny takes double orders now.

WAR-CRAFTSMAN FORERUNNER OF 23 YEARS IS PRIZE POSSESSION OF ENAMEL PLANT EMPLOYEE

Ben McCabe was Paint Shop Reporter for "Motor Sparks" Faded Copy Tells Story of Good Old Days

Veteran employee Ben McCabe met another veteran employee, Herb Harding, on the street recently. Said Ben: "Have you got a house yet, Herb?" "Sure, replied Herb, why I've had a house for twenty years and more." "Well, that's about right," said Ben. "I was looking over a copy of motor Sparks the other night and saw your ad for a house. The paper was put out in October 1920, so that gives you lots of time to have gotten your house." Mr. Harding suggested that the editor of the War-Craftsman might like to have a look at its predecessor and proof that he was right appears on this page.

To look over this copy of Motor Sparks would be a treat to the memory of anyone whose Oshawa or General Motors history dated back to that time. There are both striking contrasts and interesting similarities between then and now, similar thinking about business and pleasures and even though a motor trip along the Bay of Quinte was a newsworthy adventure contrasting local scenes, clothes and sporting accomodations.

Samson Tractors were in the General Motors line then and a front page article is devoted to a story about a plowing match at Hanover, Ontario, which demonstrated that the Samson, like its name, was of stronger stuff than all its rival tractors. C. E. McTavish, then Sales Manager for Samson Tractor Company had just returned from Winnipeg and points West.

Another front page article "Our Future" points hopefully to the future after the early twenties depression. This article concludes with: "Lucky is the man who can weather the temporary squall to launch "full sail" on the sea of prosperity toward which present conditions are taking us." Many an Oshawa citizen could say "Yea verily."

Dave Cowan writes from the British Isles where the English "aristocracy and wealthier classes" are still suspicious of mass produced cars. "The trouble is in Ireland but as ever it produces a joke about a woman helping the Sinn Fein plunder of a shoe store in Dublin who, when a pair of shoes had her eye is carried off by another looter, exclaimed: "For God's sake! did you ever see such thieves in your life?" Scotland regards prohibition as a menace and the Glasgow women are beginning to smoke as do the London fairer sex.

Mr. Cowan indicated that behind this frivolous front the Britishers are regrouping themselves for a fresh start

Continued on Page Eleven, Column Four

McLAUGHLIN BASEBALL TEAM WHO WON THE MILLER CUP IN 1920

Left to right, back row— George Peacock, Patton, Morley Jacobi, W. Gifford, Ed. Kellow, McDonald.

Middle row— R. Fair, Cy. Dell, Wm. McLarty, P. Pipher.

Front row — R. Belding, H. Sheridan, Andy Dobson.

What are Your Garden Plans for 1943?

Note: Since this "Question of the Month" was decided we have learned that the Dominion Government in co-operation with all the Provinces has decided to sponsor an all-out "Victory Garden Program" to supplement expected shortages in garden produce this year. Ed.

Thomas McCormack operates a hydraulic press at Regina Industries.

For the last eight to ten years he has been among the leading prize winners at all Horticultural Shows in Regina and district, but it has always been flowers, this year it's going to be vegetables.

Mr. MacCormack said, "I may not be able to resist one or two favorite flowers in some small corner, but it's really going to be vegetables—and they're going to get all the care and attention that the flowers used to get.

Bill Tasker is the genial groundsman at Regina Industries, for most of his life he has been a professional Horticulturist. So of course Bill always has made the most of his garden. "But" said Bill, "if any of the plant employees want help or advice to start a Victory Garden this year they can count on me." "I'll be glad to help them and see to it that they are not disappointed in the results."

Cut out the flowers and frills and make yours a real Victory Garden is the advice of Mark LaBute of the Heat-treat Dept. at Border Cities Industries. Marks says that last year from an investment of about ten dollars he got back more than $150. worth of produce, plus a lot of fresh air and sunshine. "My plan for this year" he says, "is to go in for potatoes and staple vegetables and I aim to have enough good nutritious garden food to last my family through next Winter."

C. W. McDonald of B.C.I. had a city lot 45 x 300 feet and majored on growing Spanish onions and potatoes last year, taking off 12 bushels of each. Mr. McDonald says it is well worth while to buy enough fertilizer to insure good garden conditions. "In fact," he says, " I could have sold enough Spanish onions to pay 5 times the cost of my fertilizer and seeds and we had enough vegetables to take care of our needs through the Winter. "All I can say is that I'm planning to get the most I can from the same lot this year because I know

that food is essential to victory and if everybody has a garden—shortages of vegetables and high prices will make it less inconvenient for householders next Winter."

In the Maintenance Dept. at Oshawa is Art Doran who works a small farm at the back of his house and in a 40 x 160 ft. lot adjoining. Practically every night during the long Summer months this year neighbors will see Art busy in his garden. He has an apple, a plum and a pear tree all yielding fruit and a peach tree that bore one luscious peach last year and raspberry bushes in addition to his vegetable garden. Asked about his plans for '43, Art says he intends to grow a sufficient variety of vegetables so that he won't find it necessary to supplement his own shortages by outside buying.

"I intend to plant a garden again this Spring and like most amateur gardeners I shall have successes and failures as usual" says Jack Carter of the Payroll Department, Oshawa, "but I shall certainly profit by my experience of last year and be sure to get a plot that is on the level and where the land has not been all used up by weeds."

"Last year I had my 8 year old boy garden a section of our plot himself and I think it is a fine idea for all children to learn to be gardeners."

Harry Wyatt, Windsor plant Steamfitter, plans to raise a great many things in his garden this year.

"I've bought a lot behind me," replies Harry, "and I'm going to grow vegetables, raspberries, strawberries, and everything good to eat. Rationing won't bother the wife and myself very much, as I'll grow enough in my garden to keep the wolf from the door. I can hardly wait until summer, so I can step out the back door and spend many quiet evenings in my garden."

Francis W. Badder, of the Janitor's Staff at the Windsor Plant says: "I wouldn't be without a garden at any time. In 1943 I plan to try and grow more of the essential foods and vegetables which may be very hard to get otherwise. I intend to put in quite a few potatoes and other vegetables which can be kept through the winter months. Of course, I shall also raise lettuce, radishes, etc., which taste so good when picked fresh from the garden."

I'M ASKING YOU

My last year's garden lacked the magic touch
Of those who know the ways of beets and spuds.
If this Spring where the tommytoes were duds
I try for zinnias, will it matter much?

D. Murray.

VETS PRESENT SYMBOL TO OSHAWA SCOUTS

PRESENTATION OF COLOURS—to the local Boy Scout and Cub Headquarters by G.M. War Veteran's Club was the occasion of a brief but very impressive ceremony in Oshawa recently. In the top picture is the Scout Flag, held by Jack Elliott of the 4th Troop and the Cub Flag held by Donald Howie of the 5th Cub Pack. Also in this picture are Rev. E. H. McLellan, Assistant District Commissioner for Boy Scouts and Charlie Patten, President of the Vets. Lower right: The Commissioner receives the Colours from the Veterans, left to right: Charlie Patten, Bill Murray, H. J. Weir, W. Mills, and Harry Smith. Lower left: Assistant District Commissioner Rev. E. H. McLellan conducts dedication ceremony. The flags are to remain in the permanent headquarters for the Boy Scouts in Oshawa, where these pictures were taken.

Victory Is Our Business

Windsor GM People Hear and See Proof at Theatre Party

Sunday, Feb. 7th., General Motors of Canada Limited and the Department of Munitions and Supply, were the joint sponsors of a theatre party both afternoon and evening for employees of B.C.I., G.M., and their families. The motion pictures, Victory is our Business, showing the plants of G.M. making the munitions of war, Freighters Under Fire, an authentic admiralty picture on the Atlantic Convoy System, and Great Guns, presenting to the people how Canadians produce heavy guns and component parts, were subjects well chosen for the occasion, and were enthusiastically received.

Lieut. Andre Marcil, R.C.N.V.R., just returned from the Murmansk and Malta Convoy routes, gave an illustrated lecture on the convoy systems and his description of this subject was quite vivid and instructional. He addressed the gathering in exquisite French and perfect English.

Another gripping speaker on the program was Frank Laskier, Merchant Seaman, who gave an account of the battle of the Atlantic as seen by a Merchant Seaman. He is the survivor of three sinkings, and lost a leg when his ship was sunk by the sister ship of the Graf Spee, the Admiral Scheer. His adventures parallel the most thrilling tales of fiction, and his determination to go back to duty is an inspiration to all. Mr. Lyle Preston, Department of Finance, was an excellent Master of Ceremonies.

Double Checked

B.C.I. INSPECTION DEPT. 40

The component she checked, locked
tight in the gauge,
She tried twisting it, this and that way,
At last in despair, and near in a rage,
Stood a puzzled Inspector named Kay.
She picked up a hammer, and slowly
took aim,
At the spot, where the stubborn gauge
lay,
But after she'd hit, the results were
the same,
And she stopped, when she heard
someone say
Don't e'er hit a gauge, with a lead
hammer, my dear,
It's awful to see how you lunge,
Go down to the Stockroom, ten paces
from here,
Get a hammer that's made out of sponge.
So off she went, with a shake of her
head,
As gaily as tripping to town,
But when told of the joke, her face
turned deep red,
I don't think she'll e'er live it down.

—J. McC.

War-craftsman Forerunner

Continued from Page Ten

at peacetime life after the first great war. The old reliable solid foundation of all Britain's culture and progress is still there.

There is another story about an Oshawa boy, J. L. Keddie, who actually falls heir to a real castle and estate with all the trimmings quite unlike the imaginary inheritance that stood by so many family trees whose sprouts "came out to Canada."

Most interesting of the photos reproduced in Motor Sparks is one contributed by a reader which shows a group of Oshawa's City Fathers who played host on the bowling green to the famous orator, lawyer and presidential candidate, for the United States, Wm. Jennings Bryan.

WASHINGTON BOUND—was Florence Flintoff shown here in a photograph taken just before leaving to join the staff of the British Purchasing Commission in the American capital.

Florence is a very well known Oshawa and G.M. girl. Graduating from the Oshawa Collegiate in the twenties she has worked in the main office from then till now. A continuous round of send off parties were held for Florence during the two weeks previous to her departure. Her many friends in the office gathered at a short send off on Saturday February 20th, to add a handsome travelling bag to her many parting gifts.

ERRANDS OF MERCY COMPLETED, through the Red Cross round-the-clock round-the-world tireless devotion to duty, are shown in the pictures above. *Top left:* British prisoners in Germany receive food parcels from home. *Top right* is a scene from the Red Cross picture "There Too Go I" showing how delivery is insured by a careful system. *Below left:* A British "Tommy" being given a transfusion of Canadian serum behind the front in North Africa. Serum is rushed through heat and sand to the wounded in the desert as shown in the *lower right* photograph also taken in North Africa.

Somewhere - Today and every day they need your Help

By the time this article appears, Canadian Red Cross campaign posters asking for $10,000,000 will be up throughout the plant for all to read —and reflect. Looking over a few of the advance posters the other day, a General Motors' worker asked: "What does the Red Cross do with it all? That's a lot of money, even in these days."

A question like that is pretty hard to answer in a few words. To tell the whole story in detail would take this whole issue, but let's pick out a few of the most outstanding jobs of the Canadian Red Cross and talk about them—without bothering about too many percentages or statistics.

Somewhere, today, a Canadian serviceman from Windsor, Oshawa, or Regina needs help. He may be in a cold prison camp with his mind and his heart back home in Canada. He anxiously awaits your letters and the regular weekly arrival of his Canadian Red Cross food parcel. The Red Cross through its affiliations with the International Red Cross, re-establishes communication between prisoners and their loved ones at home and keeps the contact warm until he regains the life of a free man.

Somewhere in a far distant part of the world a Canadian serviceman will be injured in a bombing raid over Germany, on the battlefield or on the high seas. He may be your son. Or perhaps he's the laughing, tow-headed kid you used to see, who lived in a house down the street. A blood transfusion may be required to save his life —blood contributed by thousands of Canadians back home. As he recovers in a distant hospital, sympathetic Red Cross workers bring him home-town papers, candies, cigarettes and other comforts to cheer his way to recovery.

Somewhere ship-wrecked men of the Merchant Marine and their passengers are picked up at sea or landed in a far away port. Wherever it is the Red Cross will be on hand with food, warm clothing and blood serum for these pitiable victims of unrestricted warfare

In fact wherever there is sickness, sorrow or suffering, there too goes the never-ending service of the Red Cross and their angels of mercy.

Since the outbreak of war, the Canadian Red Cross has shipped overseas more than 2,000,000 of these parcels and right now they're packing them at the rate of 100,000 a week in five depots across Canada. These packing depots are staffed by thousands of Canadian women volunteers and they operate on the same plan as a General Motors' assembly line. Each parcel weighs 11 pounds and contains butter, meat, fish, raisins, milk powder, chocolate, biscuits, sugar, jam and even salt and pepper are included to keep the prisoner not only healthier but happier. The Red Cross has proof that every parcel reaches its destination. Over 400,000 acknowledgement cards have already been received.

Perhaps you don't know that the Red Cross is really you who contribute to its mission of mercy. All over the world the sick, the wounded and the helpless, through the Red Cross, are appealing to you for help.

Give till it hurts. Only then can you share the suffering of others and "Inasmuch as ye have done it unto one of the least of these, ye have done it unto Me."

"Give A Day's Pay -- And More" Is Objective For Every G. M. Employee

Arrangements can be made through Payroll Department in Each Plant by Cash or Instalments

The Red Cross Canvassing Committeemen for the Oshawa plants and main office are: H. Pierson, S. Scammell, F. Maundrell, S. Saramar, C. Brown, T. Hopkins, A. Jones, A. Gray, M. Smith, T. King.

Walkerville Engine Plant Committeemen are: W. G. Demers, A. J. Hodgins, W. A. Kay, F. C. Pearce, D. K. MacDonald, W. F. Routley, J. F. Johnston, H. Upton, R. Newell, A. O. Mitchell, J. O. Fox, H. Myles, C. A. Dafoe, J. Elliott, J. Jenkins, B. A. Rippon, B. E. Sprowl, A. Winton, O. Villemere, L. Clouse.

At Border Cities Industries the opening guns of the Red Cross Campaign will go off on March 8th, and an intensive five day drive will follow. Every plant employee will receive a letter with Red Cross literature enclosed advising him of the work the Society accomplishes and asking that he or she give to the best of their ability.

At Regina a contribution will be forwarded to the Red Cross from the Employees Community Chest which will be replenished for this great purpose by a special Campaign urging support for this all-out crusade against pain and suffering.